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IDEA-0217-69
Copy 12 of 12

7 March 1969

MEMORANDUM FOR THE RECORD

SUBJECT: Actions Required by Project Headquarters as result of Thermal Stabilization Meeting at Project Headquarters on 5 March 1969 and subsequent discussions immediately after Meeting

REFERENCE: A: Memo for the Record, Subject: Proposed Conference to Establish Sensor Thermal Stabilization Requirements and Solutions, (IDEA-0179-69) dated 17 February 1969

25X1 B: [redacted] dated 25 February 1969, Subject: Q-Bay Thermal Stabilization Meeting 25X1

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1. A meeting was convened at Project Headquarters at 1000 hours, 5 March 1969. The subject was Thermal Stabilization of Q-Bay, U-2R. Those in attendance were: 25X1

Project Headquarters - [redacted]

Contractors - [redacted] (Hycon), [redacted] (Itek), 25X1 and [redacted] LAC. 25X1

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2. Format and subjects stated in Refs A and B were followed. Excellent presentations were made by [redacted] 25X1 and [redacted] The data presented by them was, according to the contractors, most helpful and they appreciated the information. The contractors also gave good accounts of their problems and solutions.

3. Following are goals we will attempt to obtain:

A. Get a stable Q-bay temperature somewhere between 50° to 55°F regime (55° to 70°F is most workable).

B. Attempt to control relative humidity within Q-Bay. Established it should not be greater than 50% R.H.

4. To achieve above, it appears as if:

A. All of Q-bay will not require insulation. Discussions indicate only upper and lower hatches will require insulation for all configurations other

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than the IRIS II. The IRIS II may only require upper hatch insulation.

B. Ground based preconditioning equipment will be required to heat, or cool and control humidity within Q-bay prior to take-off.

5. Following actions are to be taken:

A. Test Flight - Purpose: To determine if HF radio in E-Bay will be adversely affected by hotter temperatures being dumped into the E-Bay as a result of having upper and lower hatch insulated. This test should be run ASAP (Action: SSD/R&D/OSA prepared test mission draft and submitted it to 25X1 [redacted] I/OPS, on 7 March 69 for action).

B. Confirm time available to utilize Q-bay preconditioning equipment during period prior to take-off. Preconditioning equipment cannot be used during fueling, servicing LOX, towing, etc. [redacted] stated he thought preconditioning equipment could be used for a two hour period during countdown (Action: 25X1 [redacted] will have [redacted] send TWX stipulating time available for preconditioning Q-Bay. 25X1

C. ECP's to be submitted by LAC for:

(1) Time and cost to insulate twelve (12) upper hatches.

(2) Time and cost to insulate lower hatches with exception of lower hatches for IRIS II plus proportional or thermostatic controls for configuration heater-blowers.

(3) Time and costs for preconditioning units. Included in this ECP will be time and costs to provide opening in upper Q-bay hatch for entry of preconditioned air plus opening in E-Bay to establish close cycle circulation of preconditioned air. In addition, this ECP will contain informal proposal by LAC outlining operational parameters of preconditioning unit. Camera configuration personnel presented to [redacted] their recommendations for "Desirable Characteristics for Q-Bay Preconditioning Cart". This document covered A. Physical Construction, B. Possible Power Sources, and C. Parameters of Operation. This ECP will give time and costs for 25X1

5, 7 and 10 units. Reliability, overhaul, etc., will determine numbers of ground pre-conditioning units to be ordered. LAC will also investigate if DOD stock items are available. (Action: [redacted] LAC; D/M, CMD, D/OPS). 25X1

NOTE: The ECP route was taken on all above items to assure USAF is aware of our actions and can take appropriate action.

25X1 (4) [redacted] LAC, asked for instructions as to disposition of two (2) of four (4) Delta 3 hatches (Action: [redacted] D/M, 25X1 stated he was aware of situation and would take action.)

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6. Personnel who participated in items noted in paragraph 5 of this memo in SSD/R&D office were: [redacted]

25X1 [redacted] The test flight (paragraph 5A) was also discussed in the Thermal Stabilization Meeting held earlier in the day. 25X1

[redacted]
SSD/R&D/OSA

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SSD/R&D/OSA [redacted]
Distribution:
Cy 1 - DD/SA
2 - D/O/OSA
3 - D/M/OSA
4 - IDEA/O/OSA
5 - CMD/OSA
6 - B&FD/OSA
7 - COMPT/OSA
8 - D/R&D/OSA
9 - SS/OSA
10 - SSD/R&D/OSA
11 - SSD Chrono
12 - RB/OSA

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